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SECURITY INFORMATION

REPORT

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COUNTRY Poland

NAVY Review Completed

DATE DISTR. 30 Oct. '53

SUBJECT Oksywie Airfield

NO. OF PAGES 7

PLACE  
ACQUIREDNO. OF ENCLS. 1  
(LISTED BELOW)DATE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

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DATE OF IN

THIS IS UNEVALUATED INFORMATION

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1. [redacted] the indigenous population refer to the Oksywie Airfield N 54-33, E 18-33 as "Babie Doly". The correct Naval title, however, is Oksywie. 25X1

2. [redacted] 25X1

3. [redacted] construction was underway on south end of runway 150°-330°. The prime purpose of this construction was to extend this runway. The extension of this runway was to be of 15 cm. thick reinforced concrete, 1,200 m. long and 80 m. wide. Before construction began the original runway was 15 cm. thick solid concrete over an asphalt base, (thickness of asphalt unknown), 1,800 m. long, 80 m. wide. This construction began in April 1952. [redacted] 25X1

[redacted] it was to be completed in the spring of 1953. as soon as construction work was completed on this runway, the airfield was to get MIG-15, YAK-23 jet fighters, and IL-28 two engine jet attack bombers. The MIG-15 and YAK-23 jet fighters were going to be assigned to the 34th Fighter Regiment to replace the YAK-9 conventional fighters. This regiment was going to be brought up to full strength of 36 jet fighters. [redacted] the 34th Fighter Regiment had two incomplete squadrons and a total of 15 YAK-9 fighters. The IL-28 jet attack bombers were to be assigned to the 30th Attack Regiment. They were to form a complete squadron consisting of 12 aircraft. [redacted] after the extension construction was completed on this runway, there would not be any obstructions for jet fighters or bombers because the south end of airfield [redacted] 25X1

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was all flat farm areas. Immediately after construction work on this runway was completed, construction was to begin on extending the west end of runway 100°-280°.

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there was no underground construction in progress or talk that there would be.

4. an Army anti-aircraft regiment was in the vicinity of Oksywie

Enclosure:

1. Sketch of Oksywie Airfield

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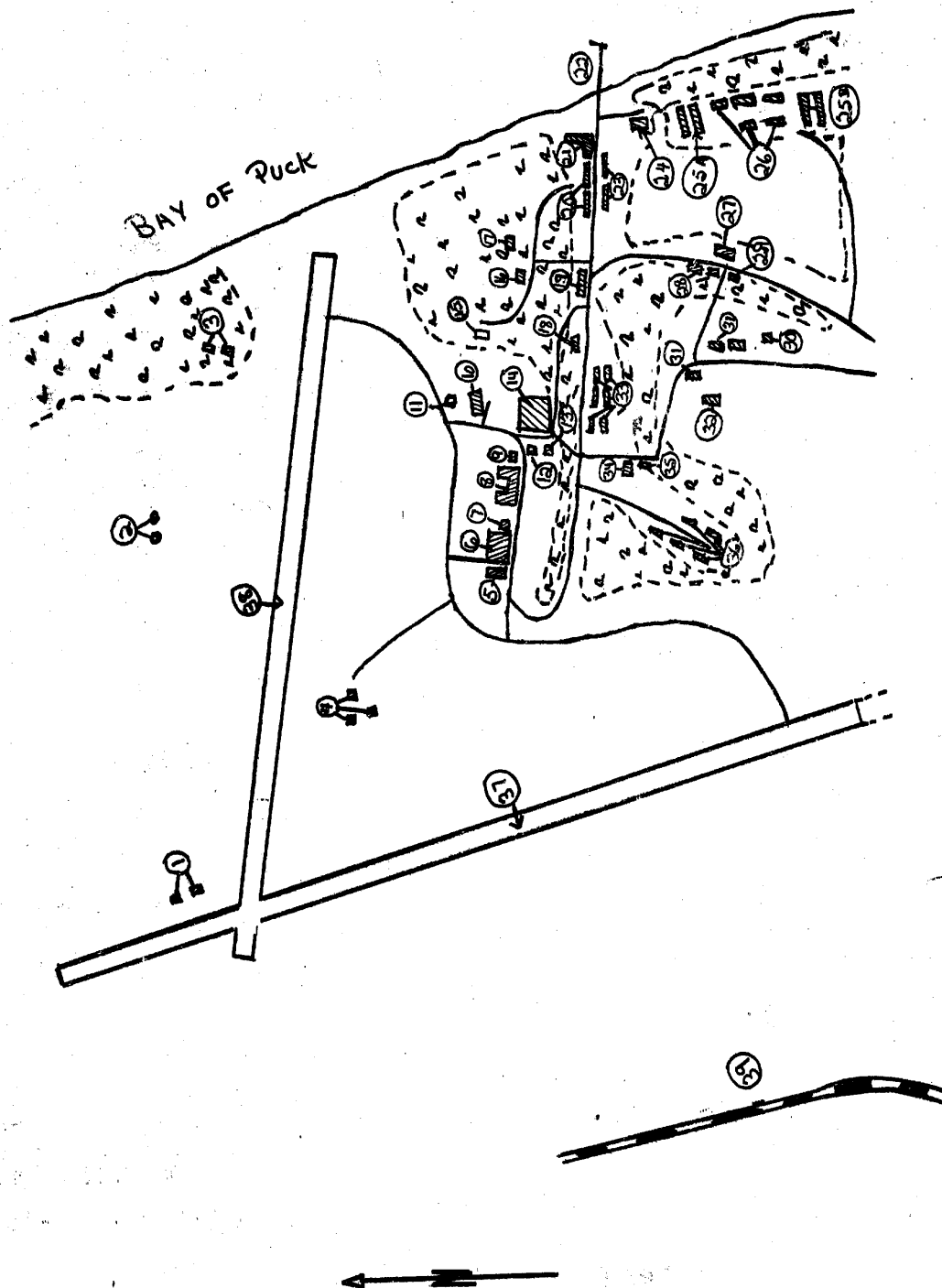
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ENCLOSURE 1:

Sketch of Oksywie Airfield



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## ENCLOSURE 1 (Cont'd)

## LEGEND

- Point 1. Warehouses: under the control of the division's commissary officer, which contain various foods, mainly vegetables. They are roughly of the same measurements - 12 x 8 x 4 m. and are of brick construction.
2. Radar Installations: [ ] the radar unit was com- 25X1  
 prised of Russians, approximately 20 officers and 20 men. The officers wore civilian clothes while the enlisted personnel wore the typical Russian Army uniform. The enlisted personnel wore sky blue shoulder boards while the officers had gold shoulder boards trimmed with sky blue edging. The command relation with the division was unknown. This unit arrived at Oksywie in the spring of 1952. The radar equipment consisted of two antennas and approximately 10 trucks. All of the vehicles were dug into the ground in individual excavations. There were no searchlights with the unit. [ ] 25X1  
 [ ] the effective range was 90 km. One radar 25X1  
 antenna was mounted on a tractor-type vehicle. It revolved in a clockwise direction with one revolution per second. The [ ] sketch was similar to that of the US type 25X1  
 AN/CPS-6, ground controlled, intercept and air search "V" beam radar antenna. The height of the antenna mast was seven meters. The lengths of the "mattresses" were 3½ to 4 m. and their width 1½ m. The remaining antenna resembled the British type 281 skyborne, air search radar antenna. It also revolved in a clockwise direction with one revolution per minute. The antenna mast was nine meters high and the total width of the dipoles was 2½ to 3 m. (front view) and approximately 25 in. (side view). The vertical distance between the dipoles was two meters. The mast was supported by four cables. [ ] 25X1  
 [ ] operators per set  
 were operating at irregular hours. Occasionally both radars would be operating simultaneously while sometimes only one would be in operation. The entire area is surrounded by a barbed wire fence which is guarded both by Polish and Russian personnel. The Polish guards are responsible for the approaches to the area while the Russians patrol the inner area. The Russian officers dined at the Officers' Club while the enlisted men were transported to and from the enlisted mess in trucks.
3. Two Underground Magazines for Ordnance Purposes: bombs of 50, 100, 200, 250 kg. were stored there. The total tonnage was estimated [ ] to be 150-200 tn. Incendiary, fragmentation and HE bombs were stored there. [ ] 25X1  
 [ ] there were no torpedoes on the base. The entrances were camouflaged with grass sod. There are several trees in the area.
4. Three Warehouses: used for the stowage of straw to make mattresses for the beds of the enlisted personnel. Two of them are 15 x 14 x 4 m., of brick construction and the other is wooden structure 12 x 8 x 4 m.
5. Regimental Aircraft Repair Shops: they are of brick construction, 25 x 8 x 4 m. Only basic repairs are accomplished here. There are no machine tools in these buildings.

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## ENCLOSURE 1 (Cont'd):

6. Divisional Hangar: used by all divisional units to protect light aircraft from the elements. It is of steel construction, 25 x 25 m. with a curved roof, covered with tar shingles. It is able to hold approximately 15 light planes of the Po-2 type.
7. Small Magazine: for compressed air bottles, five by five by four meters of brick construction. [redacted] all flights from Okaywie required the use of this supply. [redacted] although each aircraft carried its own bottle, they were not permitted to use it. The bottle was to be available in case it was needed for an engine start at a strange field. 25X1  
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8. Divisional Level Aircraft Repair Shop: of brick construction, 25 x 25 x 6 m. Second echelon work repaired here. The shop is equipped with various machine tools. Approximately 10 men are employed in this work.
9. Power Plant #1: coal burning installation approximately eight x eight x six meters of brick construction. The building has a smoke stack on the roof which is four meters in height and has a 30 in. diameter.
10. Headquarters: for the staff of the 34th Regiment. It is approximately 20 x 12 x 7 m. A smaller structure is situated on the roof. This housed the office of the operations officer and the meteorologist. This building is of brick construction and was erected in 1952. The communication facilities for inter-divisional communication are located here.
11. Meteorological Building: daily meteorological readings were taken by the personnel of this building. Radio for the reception of weather broadcasts from Warsaw is located here. It is 20 x 8 x 3 m., of brick construction. The field's radio equipment is also located here.
12. Warehouse: for aircraft spare parts. Brick construction, 12 x 12 x 6 m.
13. Underground Magazine: for compressed air bottles. It is slightly larger than the one described in (Pt. 7). Also of brick construction.
14. Headquarters: for the 30th Regiment and the 50th BOL. This building also contains a larger number of class rooms that were utilized by all units of the field for instructional purposes. It is of brick construction, 40 x 40 x 6 m.
15. Clothing Warehouse: for all personnel of the division. It is of new brick construction, 20 x 15 x 6 m.
16. Quarters: for the commanding officer of the 30th Regiment. It is a one floor old brick home, 15 x 15 x 8 m.
17. Commissary Issue Warehouse: 20 x 15 x 6 m., of brick construction.
18. Officers' Club: the club contained a library, movie, theater, and a small canteen. It is an old brick building, 30 x 15 x 6 m.
19. Divisional Headquarters: also contains the divisional sick bay and the central telephone office. It is an old brick structure with one floor, 30 x 15 x 6 m.

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## ENCLOSURE 1 (Cont'd):

20. Motor Transport Garages: only minor repairs are executed there. They are old brick buildings with similar measurements, 30 x 15 x 6 m.
21. Magazine: concrete practice bombs (25 kg.) are stored there. Brick construction, 30 x 30 x 6 m.
22. Old Wooden Pier: constructed by the Germans. It is used for fishing, bathing, etc. It is approximately 100 m. long and 4 m. wide.
23. Foundations and Ruins of Two Destroyed Buildings: 30 x 15 m.
24. Power Plant #2: of brick construction, 10 x 12 x 8 m., has a square chimney 10 m. high.
25. Quarters: for married personnel - both officers and enlisted. They have three floors and are of brick construction, 35 x 15 x 12 m. [redacted] the 25A series was still under construction in December 1952. The 25B series was completed at that time. 25X1
26. Barracks.
27. Officers' Mess Hall: a new building of brick construction, 25 x 15 x 6 m.
28. Two Barracks: old wooden construction. They have one floor only. Both have the same measurements, 20 x 8 x 6 m.
29. Small Canteen.
30. CP for the Security Personnel that Guard the Airfield: of brick construction, 10 x 15 x 4 m.
31. Three Barracks: both for officers and enlisted personnel. They are old wooden buildings, 25 x 8 x 6 m.
32. Main Supply Warehouse: for aircraft spare parts, motors, instruments, etc. It is an old wood and brick building, 30 x 15 x 6 m.
33. Six Barracks: new wooden construction for enlisted personnel, 20 x 8 x 3 m.
34. Enlisted Mess Hall: old brick building that was enlarged in 1952, 30 x 15 x 10 m.
35. Old Officers' Mess Hall: still used by officers and senior petty officers. It is an old brick building, 20 x 10 x 5 m.
36. Underground Gas and Oil Tanks: five of them. [redacted] total capacity to be 8-10 tn. of fuel. There is a fence around the area. 25X1
37. Runway: 1,800 m. long, 80 m. wide, and a 15 cm. thickness of concrete. In December of 1952 they were enlarging this runway an additional 1,200 m. Revetments were under construction along the west side of this runway. [redacted] They were also in the process of establishing runway lights. The heading of the runway is 330°. 25X1  
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ENCLOSURE 1 (Cont'd):

38. Runway: 1,600 m. long, 80 m. wide, and it has a 15 cm. thickness. Half of this runway only is concrete and the remainder is asphalt. The heading is 100°. [redacted] a third runway was to be built.

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39. Railroad Spur Line.

40. Usual Disposition of Planes of Division.

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